

Chapter 4: Financial Analysis

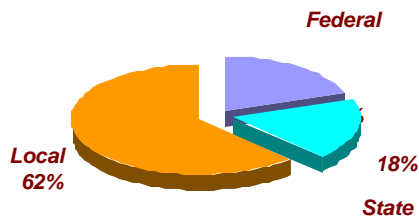
Overview

Current federal law and planning regulations require the 2030 Long Range Transportation Plan (LRTP) to be financially constrained, that is, to demonstrate how it will be implemented with current and projected future sources of revenue.

Federal regulations require the financial plan to “...*demonstrate the consistency of proposed transportation investments with already available and projected sources of revenue...All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends*”. (23 CFR Part 450, Section 450.322)

Therefore the purpose of the financial analysis is to estimate the revenues that will be available through the year 2030, estimate the costs of the proposed transportation improvements, and show the balance between projects and revenues.

Estimated Available Funding for Highway and Street Projects in WAMPO Planning Area (2005-2030)



Estimated Available Funding for Public Transit Projects (2005-2030)

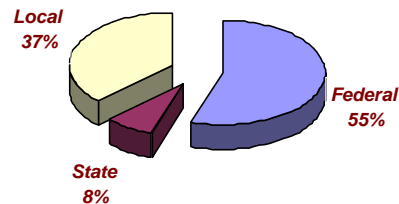


Figure 4.1: Estimated Funding for Roadway and Public Transit Projects

Revenue Sources

The anticipated revenues through the year 2030 come from federal, state, and local governments. Most federal and state funding programs are generally administered by the Kansas Department of Transportation (KDOT) through allocation to local jurisdictions or implementation of projects on the state highway system.

Federal Highway Programs

- National Highway System (NHS) funds are available for use on designated NHS routes including freeways, expressways, most principal arterial highways
- Interstate Maintenance (IM) funds are used for substantial maintenance and reconstruction of Interstate highways and cannot be used for capacity improvements.
- Surface Transportation Program (STP) funds can be used for a variety of transportation improvement projects including roads, bridges, public transportation, bicycle and pedestrian facilities, and other transportation improvements. Metropolitan areas with a population greater than 200,000 such as the WAMPO area receive a minimum amount that must be used on projects within the region.
- Bridge (BR) funds are used for bridge rehabilitation and replacement projects. A portion of these funds are sub-allocated to cities and counties in Kansas for use on local bridge projects.
- Congestion Management/Air Quality (CMAQ) funds are available to the City of Wichita for projects that improve air quality through congestion relief and other strategies.
- STP-Safety Program (STP-S) funds are available to all cities and counties to implement improvements that reduce the number of accidents at high accident locations. Projects are prioritized at the state level.
- Rail-Highway Grade Crossing Program (STP-RR) is a statewide program for grade crossing improvements and is based on a prioritized ranking of grade crossings in the state.
- Transportation Enhancement Program (TE) provides funds for three project categories: 1) Historic, 2) Scenic and Environmental, and 3) Bicycle and Pedestrian Facilities.

Federal Transit Programs

- Section 5307 Program provides funds to urban areas for transit capital, operating, and planning.
- Section 5309 Program provides funds discretionary grants for transit capital improvements.
- Section 5310 Program provides capital assistance for transportation programs serving elderly and disabled customers
- Section 5311 Program provides capital and operating funds to rural public transportation programs. These funds cannot be used in urban areas.
- FTA Job Access & Reverse Commute Grant Program is a discretionary grant program.

Kansas Department of Transportation Programs

- State Highways: KDOT combines federal and state revenues to fund projects in four major program categories: Substantial Maintenance, Major Modification, Priority Bridge, and System Enhancement
- Connecting Link Surfacing Program funds resurfacing projects on state highway city connecting links (roadways within cities that carry highway routes)
- Economic Development is a discretionary program that provides funds for projects that enhance economic development within communities.
- Geometric Improvement Program funds geometric improvements on state highway city connecting links.
- State Transit Program provides \$6 million annually statewide to fund urban and rural public transportation projects.
- Special City and County Highway Fund (SCCHF) transfers about 35.6 percent of the state motor fuels tax revenue to local units of government.

Local Transportation Funding

- Local funding for transportation improvements is from a combination of sales and property taxes.

Historic and Current Funding

Historic Funding

KDOT provided information for non-transit projects in the WAMPO planning area that used state or federal funds during state fiscal years 1980 through 2009. The total and annual average amounts are shown in Table 4.1. Figure 4.2 shows a breakout of these funds on a year-by-year basis.

Historical Funding for Federal and State Projects (FY 1980-2009)

	Total Funds	Federal Funds	State Funds
Total	\$1,045,503,777	\$452,542,711	\$415,820,860
Annual Average	\$34,850,126	\$15,084,757	\$13,860,695

Table 4.1: Funding for federal and state projects (FY 1980-2009).

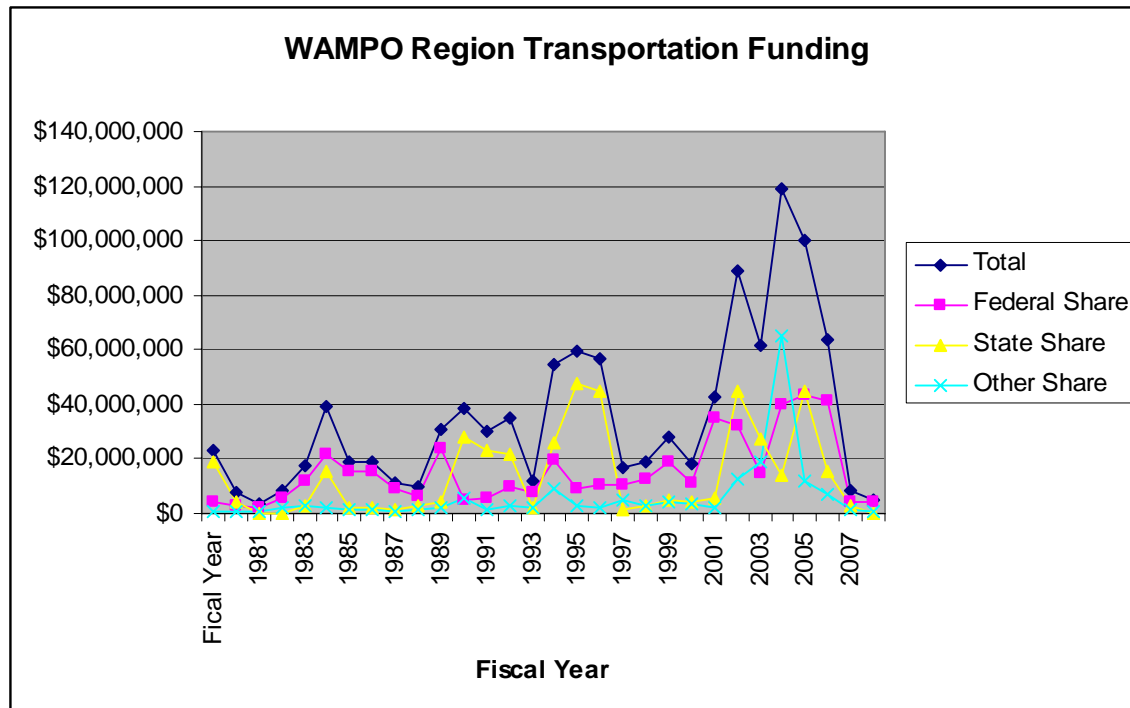


Figure 4.2: Funding for Federal and State Projects in the WAMPO Planning Area.

Current Funding for Roadway Improvements

Current local revenues for transportation improvements come from taxes, general obligation bonds and other sources. Table 4.2 shows the local current revenues available for roadway and roadway-related improvements.

Local Revenues for Transportation Improvements

	Local Revenues	Source
City of Wichita	\$41,700,000	Average Annual Revenue from the 2005 CIP
Sedgwick County	\$10,300,000	Expected 2005 Revenues from County CIP
Metro Cities	\$1,231,000	2006 TIP
Total	\$53,231,000	

Table 4.2: Current Local Funding for Transportation Improvements

Current Funding for Public Transportation Improvements

Information from KDOT and Wichita Transit provide the following estimates of current funding for public transportation.

Current Federal, State, & Local Transit Funding

	Federal	State	Local	Total
CTD 12 (SG Co)				
Operating Costs	\$135,000	\$71,000	\$151,000	\$357,000
Vehicle Costs	\$123,000	\$0	\$30,000	\$153,000
Wichita Transit				
Transit System	\$4,300,000	\$1,100,000	\$3,475,000	\$8,875,000
Access to Jobs	\$1,500,000			\$1,500,000
Capital (5309)	\$2,000,000			\$2,000,000
TOTAL	\$8,058,000	\$1,171,000	\$3,656,000	\$12,885,000

Table 4.3: Current Transit Funding (Source KDOT and Wichita Transit)

Estimated Available Revenue

Funding estimates were developed in cooperation with the Kansas Department of Transportation, MAPD, and Wichita Transit. Estimated available revenues are stated in 2005 dollars and determined using the average annual funds from Table 4.1 and Table 4.2 expanded for the life of the LRTP.

Federal Funding: The current federal program is operating under a continuing resolution, with a new 6-year program anticipated to become law this year. Federal funding will be assumed to remain at the average level for highway and road projects shown in Table 4.1.

State Funding: The State Comprehensive Transportation Program funds projects through state fiscal year 2009. The LRTP assumes a new major state program will be implemented before the year 2030. State funding for the region will be assumed to equal the average shown in Table 4.1 as that time period includes years with and without CTP level funding.

Local Revenues: Estimated local revenues are based upon sales tax and property tax receipts that are dedicated to transportation improvements (Table 4.2).

Assumptions

- Revenue estimates are based on the historical averages for federal and state funding found in Table 4.1.

- Revenue estimates for local funding are based on 2004 sales tax and property tax receipts that are allocated for transportation improvements
- By the year 2030 another state Comprehensive Transportation Program will occur
- The new federal program will provide funding consistent with the current program
- For analysis purposes roadway and transit funded are accounted for separately
- Revenues and cost estimates are in 2005 dollars and do not take into account inflation projections
- Revenue estimates were rounded to the nearest million dollars.
- Revenue and cost estimates include funding for roadway operating and maintenance.

Estimated Available Funding Roadway Projects (2005-2030)

Funding Source	WAMPO Planning Area
Federal	\$377,000,000
State	\$346,000,000
Local	\$1,331,000,000
TOTAL	\$2,054,000,000

Table 4.4: Estimated Available Funding for Highway and Street Projects

Estimated Available Funding for Public Transportation Projects (2005-2030)

Funding Source	Wichita Transit	CTD 12	Total
Federal			
5307	\$107,500,000		\$107,500,000
5309	\$50,000,000		\$50,000,000
5310 & 5311		\$12,800,000	\$12,800,000
Access to Jobs	\$37,500,000		\$37,500,000
State	\$27,500,000	\$1,800,000	\$29,300,000
Local			
General Fund	\$86,900,000	\$4,500,000	\$91,400,000
Fares	\$49,000,000		\$49,000,000
TOTAL	\$358,400,000	\$19,100,000	\$377,500,000

Table 4.5: Estimated Available Funding for Public Transportation

Regional Projects

Project Costs

The WAMPO region is estimated to have over \$2.4 billion available for roadway improvements and other transportation improvements. Figure 4.3 shows a break-down of project types by percentage of available transportation funds.

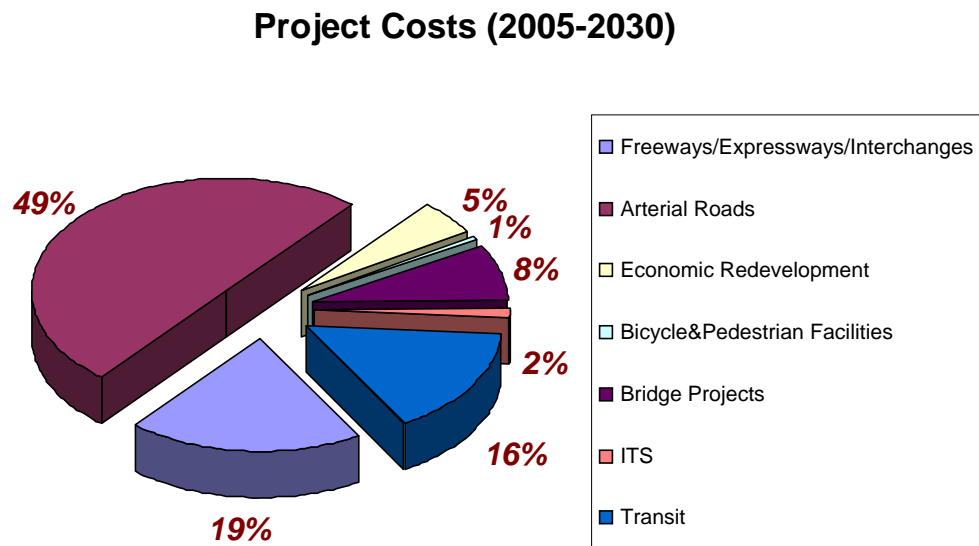


Figure 4.3: Project Costs as a Percentage of Available Funds

Table 4.6 shows estimates of the transportation improvement expenditures. The plan shows a small surplus of available funds. Figure 4.4 maps the projects noted in Appendix B.

Project Costs – WAMPO Area (2005-2030)

Projects	Estimated Costs (2005 \$)
Freeways/Expressways/Interchanges	
Kellogg (US-54) Interchanges	\$273,000,000
Northwest Bypass (Right of Way)	\$9,000,000
South Area Transportation Study	\$1,200,000
I-235/Kellogg/Central	\$4,500,000
Other Projects	\$226,000,000
Sub Total	\$513,700,000
Arterial Streets/Roads	
Arterial Street/Road Improvements	\$764,000,000
Neighborhood Improvements	\$378,000,000
Intersection Improvements	\$40,000,000
Street Rehabilitation	\$13,000,000
Traffic Signals	\$5,300,000
Railroad/Street Crossings	\$4,400,000
Sub Total	\$1,204,700,000
Economic Redevelopment	
21 st St. N. Corridor Revitalization	\$68,000,000
Pawnee/UP Rail Grade Separation	\$25,600,000
Other E&R (Bike Path, Rail Xing etc.)	\$16,400,000
Sub Total	\$110,000,000
Bridges	
Bridges	\$175,000,000
Floodway Bridge	\$21,000,000
Sub Total	\$196,000,000
Intelligent Transportation Systems	\$34,000,000
Bicycle & Pedestrian Facilities	\$17,300,000
Wichita Transit	
Fixed Route & Paratransit Service	\$212,500,000
Access to Jobs	\$37,500,000
Bus & Van Replacement	\$80,000,000
Sub Total	\$330,000,000
CTD 12 (WAMPO Area)	\$19,000,000
Total Project Costs	\$2,424,700,000
Available Funding	\$2,431,500,000
Surplus	\$6,800,000

Table 4.6: 2005-2030 Road & Bridge Costs for Projects in Wichita

Illustrative Projects

Federal guidelines allow “Illustrative” projects to be listed in the LRTP. These projects would be considered if additional funding becomes available.

Illustrative Projects

Illustrative Projects	Estimated Costs (2005 \$)
Northwest Bypass (Right of Way)	\$140,000,000
South Area Bypass	\$300,000,000
I-235/Kellogg/Central	\$150,000,000
I-135/I-235/K-96/K-254	\$80,000,000
Kellogg (US-54/400) Freeway Conversion	\$200,000,000
Intelligent Transportation Systems	\$70,000,000
Bicycle & Pedestrian Facilities	\$32,000,000
Evening Transit Service (All Routes)	\$29,400,000
System Redesign & Expansion	\$69,000,000

Table 4.7: Illustrative Projects

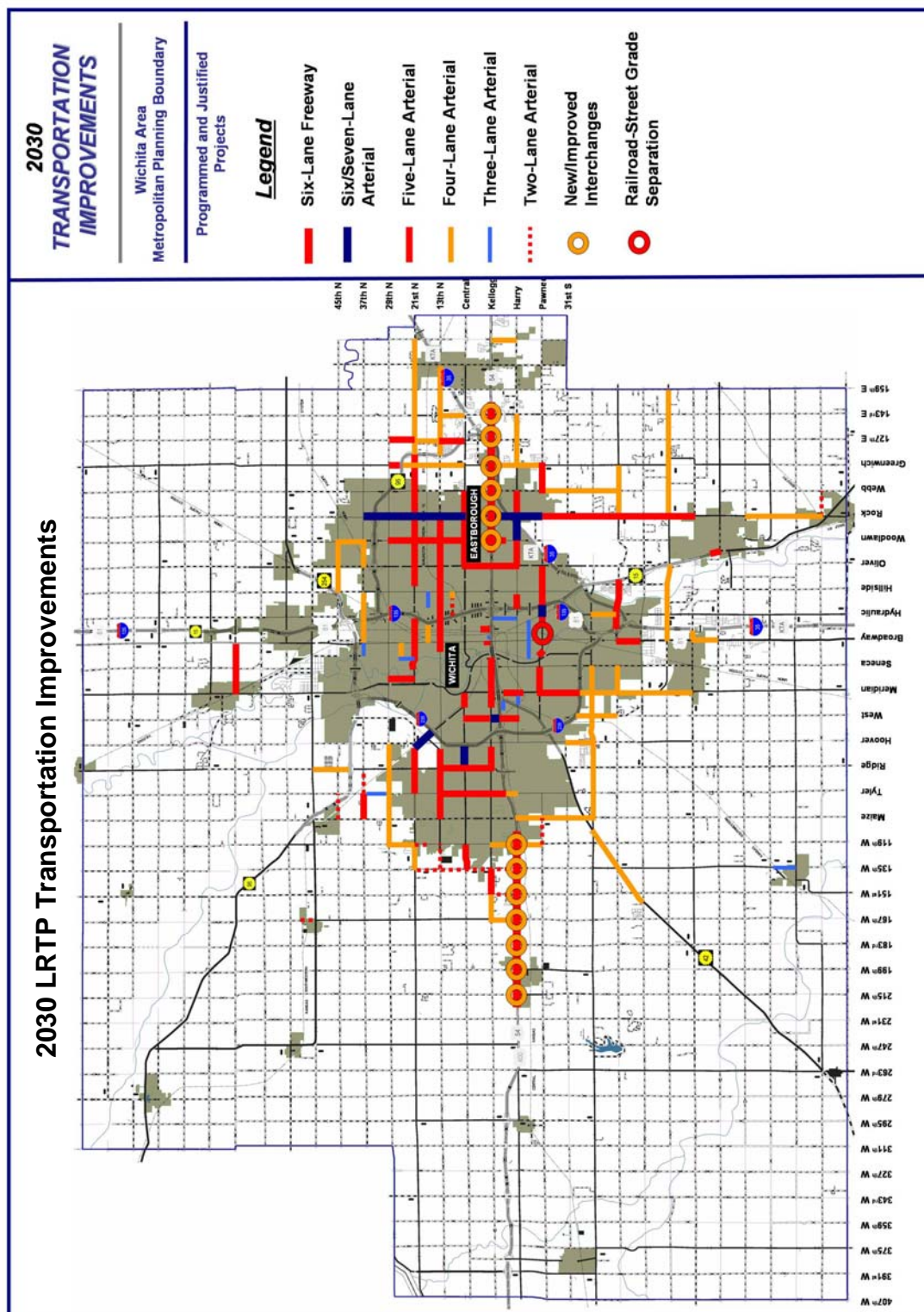


Figure 4.4: 2030 Transportation Improvements